# Morning Oregonian.

VOL. XXIII. PORTLAND, OREGON: THURSDAY, APRIL 26, 1883. NO. [illegible]


## THE EAST.

**Fatal Ride of Defiance Reported Murdered by Apaches.**

**SOME PRINT FOR TWO CENTS PER COPY**

**Brokers Borrowers Informal in Nine Cases Out of Ten at New York Homes in General.**

**Mexican Investment**

**Railway and Navigation Company.**

**OCEAN DIVISION**

**PORTLAND AND PUGET SOUND.**

**Mail Train**

**Connections**

**Freight Trains**

**Westside Bridge.**

**Treasurer's Twenty-Fifth Dividend.**

**Offices—Cor. Front and D Streets, Portland, Or.**

**JOHN MUIR,**

**SOUTHERN PACIFIC RAILROAD.**

**WESTERN DIVISION.**

**PACIFIC EXPRESS.**

**Connections.**

**Freight Trains.**

**Express Trains.**

**Mail Train.**

**Local Passenger.**

**Freight Train.**

**Express Train

The Daily Oregonian.

THURSDAY MORNING, APRIL 26, 1883

## MR. VILLARD'S SPEECH

Ever since it was announced several weeks ago that Mr Henry Villard was coming to the coast there has been much speculation as to the objects of his visit. That great interests here under his control are closely connected with the interests of our people and that upon them the present and future prosperity of our city largely depends give his views and his doings peculiar value to us. There have been rumors based upon nothing more substantial than surmises that Mr Villard contemplated changes of policy which might feel the growth of Portland. These rumors though by no means generally believed, have impressed the public mind with an uncertain feeling and the result has been a large falling off in real estate business.

Whatever doubts were entertained are now removed. In his speech yesterday Mr Villard spoke plainly on every subject upon which expression from him was desired. His accounts of work accomplished and of work to be done are complete and clear statements of matters of greatest interest. From the highest authority of the Northern Pacific Railroad Company we have assurances that through rail connection between Portland and New York will be made in August that another through eastern route will be opened early next year, that connection with California will be made next year that the Portland Kalama branch of the Northern Pacific will be completed by next September that the Junction extension of Oregon & California will be built during the present season, that an extension of the same road from Forest Grove to Astoria is contemplated and that Portland is to be the central point where all these enterprises shall meet. These statements are clearly made and Mr Villard means, no doubt not, every word so his said. All this means the highest prosperity for the northwest. There is scarcely a section in Oregon or Washington which will not be directly benefitted by the movements in progress and to be started, and none which will not feel the thrill of enterprise. Great areas will be opened for settlement, old settlements, long isolated, will be brought within the range of market products heretofore unsalable will be given a market, resources of mine and forest will be developed, and many thousands will be added to our population. And vast sums expended in these great works of public benefit will make "flush times and money plenty." The citizens of Portland, to whom Mr Villard's speech was addressed, have assurance in the most positive terms that this will be a great railroad center, that great works involving the expenditure of many millions of dollars, are to be pushed forward with the utmost possible haste, and that besides it enjoys and will enjoy the favor of railroad managers. In short, the growth and permanent prosperity of the city are assured. These announcements must have great influence upon business of every kind. Enterprise now, sure of its basis, may loosen rein. The day of great things is upon us.

## THE INDIAN TROUBLE

The spirit of discontent aroused by the affair at Moses' reservation is widespread among the Indians of eastern Washington, and while war is considerably expended it is known to be by no means a remote possibility. Troops are being massed in considerable numbers near the north end of the Okanagan river with the object of the commander, that they may be ready for service at the outset of an outbreak, and with the hope that their presence will check the fever of insurrection. The greatest rage prevails among the Indians. They know that they have been robbed of their property and they have been struck as would white men suffering from a similar injustice. Moses continues all his counsel advice of peace, and it is hoped and believed that his wise counsels will prevail.

There seems to be no doubt that the Indians consider land that they need. The highest estimate of their number is but 400 while the area of the reservation equals that of the state of Massachusetts. This region is one of great fertility. It affords timber and excellent ranges for stock. Is well watered and timbered and is rich in minerals. It put up for sale it would bring several millions of dollars. But these considerations in no way affect the equities of the case, and ought not to be considered. The government has no more right to good morals to sell away any part of Moses' land, because for instance, or does not use it, than it has to dismember part of Mr. Vanderbilt's forest because he has more than he wants require. The reservation was given to Moses and his people as their permanent home, and they were promised that they should never be disturbed. Moses has expressed his willingness to sell the land in dispute, and it is the opinion of officers who have talked with him that he and his people would be satisfied with so small a sum as $10,000. And, too, it is thought that he would gladly receive pay in domestic stock, for the maintenance of which that part of the reservation not in dispute is admirably adapted. There could not be a better opportunity to put into operation west of the mountains a plan of civilization which has been so well received and so effectual with the Cheyennes on the eastern slope. The amount is too trifling for consideration.

The more the course of Polegate Brents is considered the worse it appears. He knew of the obligations of the government to Moses, of the promises made him two years ago when he was given the reservation, and he ought to have known how dangerous it is to deal unjustly with warlike savages. His course dictated, as he admits by grasping capitalists and politicians, was one of thoughtless weakness. We have known Mr Brents for many years and know that bad faith and dishonesty are not his traits. And yet he advised and secured an act involving them on the part of the government. In justice to himself he ought to so far as possible, undo the bad business for which he is in part responsible, and we have such confidence in his integrity and true manliness that we believe he will do it now that bad results have shown his error.

While nothing definite came of the conference of the Astoria committee with Mr Villard in relation to the proposed line from Forest Grove to the mouth of the Columbia still the people of Astoria may find in Mr Villard's expressions much matter of encouragement. He will build the road if he is convinced that it will pay, and he has men now in the field examining the resources along the proposed line. We have no doubt that the report of the examiners will be found highly satisfactory and that it will warrant the line desired by Astoria.

*The National Republican* administration organ says Roscoe Conkling had a relapse while he was up in the patent suit yesterday. He seemed to be in fair health and spirits, and when he gathered up his papers he said to Solicitor McCammon "Give me one of those rubber bands on your desk. I guess that about all I shall get out of this administration."

In an address before the Kentucky Medical Society, at its recent session in practice of veterinary surgery was commended to young men. The speaker estimated that the yearly loss arising from the want of sound advice and treatment—the horses of the country being valued at nearly $800 000 000—amounts to $15,000 000.

Seven boats ran out one night this week by an Astoria cannery returned the following morning with ten fish.

Arrangements are being made to have a telegraph line from Walla Walla to Blue Mountain.

## ALBANY NOTES

[illegible]

## NOTES FROM THE DALLES

[illegible]

## SUPREME COURT

[illegible]

## NEW TO-DAY.

[illegible]

## NEW TO-DAY.

[illegible]

## NEW TO-DAY.

...AR AUCTION SALE

...HOLD FURNITURE.

...DAY, APRIL 2D, 1888

...AL AUCTION SALE

...DIAMONDS,

...welry, Gold & Silver

...tches, Rings, etc.

...AL AUCTION SALE

...EHOLD FURNITURE

...PEOPLE BUY LO...

...RTSMOUTH

...Cheaper than in any oth...

Q. VOOS,

...ESTATE AGENT,

...ESTATE AND MONEY BROKER

...ESTATE AUCTION SALE

...ESTATE AND FINANCIAL

...PROFESSIONAL CARDS.

...Oregonian

PORTLAND, APRIL 26 1888

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TERMS—DAILY will continue to be mailed to subscribers in the country at $6 per year, or $3 for six months. Delivered in Portland and suburbs at 75 cents per month. Weekly, $2 per year. Sample copies sent free. Remittances should be made by postoffice money order, express money order or draft. Postage stamps will be received in small amounts. Personal checks will not be received. Subscribers in ordering the address of their papers changed should be careful to give the name of the postoffice to which they have been receiving the paper as well as that to which they wish it changed.

CITY.

PUBLISHED—It has been decided to employ competent assistants to work on the Oregonian, and hereafter advance will be made only to those who can fill the bill. If you do not receive the paper regularly, please notify the office. The fact is, I cannot afford to employ incompetent workers at the present rates, and the dishonorable conduct of Charles Stinger has taught a lesson to the Oregonian that it will need no more. So soon as Ward returns from his trip I shall appoint a successor to Stinger. The new man will be given a letter of introduction to Judge Bonham, and will be expected to return the favor by introducing the Oregonian to Judge Bonham when the absence of the latter from the city on official business may render it necessary. Justice Bonham is a gentleman, in order to avoid the embarrassment of the situation, I will say that I do not need an introduction to him, as I have had the pleasure of his acquaintance for many years. I am, however, willing to pay for his services in the capacity mentioned, as I am for the services of the reporters, and I am sure that he will be willing to accept the fee. I am also willing to pay for the services of Justice Bonham in the capacity of a witness in the case of the State vs. Stinger, charged with the crime of larceny—the first thing visible.

TOOK IN THE FIRE.—Chris Shuler closed his bar last night, and went to the fire. I prefer to think that he did so because he thought the Oregonian office was in danger, but I am afraid that such an explanation would be too much for human credulity. Shuler is a man of light and airy principles, and the fire was the first excuse that presented itself for closing the bar. Of course the bar was closed as soon as the fire was

# The Daily Oregonian.

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## MR. VILLARD'S ADDRESS.

[Concluded from First Page.]

take their places on the Puget Sound and Victoria route before the one of the year. [Applause.]

I now come to the subject in which you have a more immediate interest. A year and a half ago, in addressing your board of trade, I spoke of the improvements we proposed to make within the limits of your city. At that time I did not fully understand the difficulties that were in the way of making those improvements. When I left here the real estate on each side of the river upon which those improvements were to be made had not been purchased. That was the first difficulty. Agreements by individual owners had to be dealt with, and it took some time to accomplish what was wanting in this respect. Then came the far more difficult problem of how to improve the grounds, how to finish the surface of the grounds bought so as to serve the purposes of the terminal facilities for which they were intended. That problem, involved deep and thorough study on the part of our engineers. It is not entirely solved yet. Various modes of filling the swamps on the east side, with which we have to deal, have been under consideration. It is only within a few days that a definite project has been formed and I believe that active work will now commence very soon. As your newspapers have informed you, a separate organization was formed to create the terminal facilities that have been planned on so large a scale. It was necessary to bring about this separate organization for the special purpose of adding to the facilities in connection with the existing mortgages of the several corporations and otherwise. But, while a separate organization has been formed, the property is to be put in that organization unprecedented and controlled by the several companies for whose benefit the terminal facilities are to be created; that is, the Northern Pacific Railroad Company, the Oregon Railway and Navigation Company and the Oregon and California Railroad Company. They are the sole stockholders of that corporation. The capital to be employed in the terminal facilities that are to be constructed has been raised, I am happy to say. It has been raised by the issue of bonds on the real estate purchased and on the property to be created by the sale of bonds-forming the first mortgage on these properties, the interest and principal to be guaranteed by the three companies I have mentioned. The security is therefore ample and we had no difficulty in providing the necessary funds. Now very few of you, probably, have an idea of what devolves upon us in connection with this work; but is, in the way of pecuniary outlay.

You will all be very much interested to know the figures. I do not hesitate to give them to you, because I feel that all are to a measure of the prosperity of your city, of the growth of your city rather, within the reasonable future. The estimate is of the cost of the work which is to be done on the East Portland side, and that work yet to be done there, represented in the shape of large machine shops and workshops for every description, such as are needed by long railroad lines, as the Oregon Railway and Navigation Company and the Oregon & California Railroad Company have in Albany and other places, the Union depot on this side, with the necessary tracks, over $6,000,000. [Applause.] The grading that amount will, no doubt, be confined within the limits of your city within the next three years. How to this all. We propose to [illegible] that will be the means of bringing [illegible] to your city. [illegible] the very heart of your city, [illegible] and [illegible] Now, this expenditure, which [illegible] as a permanent working [illegible] of nearly a thousand [illegible] in addition to the [illegible] population additional growth, I [illegible] is a very hopeless case. [illegible] must do now. When I [illegible] the line of my coming [illegible] to me to understand what [illegible] to be made but not been purchased. That was the first difficulty. Agreements by individual owners had to be dealt with, and it took some time to accomplish what was wanting in this respect. Then came the far more difficult problem of how to improve the grounds, how to finish the surface of the grounds bought so as to serve the purposes of the terminal facilities for which they were intended. That problem, involved deep and thorough study on the part of our engineers. It is not entirely solved yet. Various modes of filling the swamps on the east side, with which we have to deal, have been under consideration. It is only within a few days that a definite project has been formed and I believe that active work will now commence very soon. As your newspapers have informed you, a separate organization was formed to create the terminal facilities that have been planned on so large a scale. It was necessary to bring about this separate organization for the special purpose of adding to the facilities in connection with the existing mortgages of the several corporations and otherwise. But, while a separate organization has been formed, the property is to be put in that organization unprecedented and controlled by the several companies for whose benefit the terminal facilities are to be created; that is, the Northern Pacific Railroad Company, the Oregon Railway and Navigation Company and the Oregon and California Railroad Company. They are the sole stockholders of that corporation. The capital to be employed in the terminal facilities that are to be constructed has been raised, I am happy to say. It has been raised by the issue of bonds on the real estate purchased and on the property to be created by the sale of bonds-forming the first mortgage on these properties, the interest and principal to be guaranteed by the three companies I have mentioned. The security is therefore ample and we had no difficulty in providing the necessary funds. Now very few of you, probably, have an idea of what devolves upon us in connection with this work; but is, in the way of pecuniary outlay.

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